



Fargo-Moorhead Metropolitan  
Council of Governments

One 2<sup>nd</sup> Street N Suite 232  
Fargo, North Dakota 58102-4807  
Phone: 701.532.5100  
Website: [www.fmmetrocog.org](http://www.fmmetrocog.org)  
Email: [metrocog@fmmetrocog.org](mailto:metrocog@fmmetrocog.org)



## 17<sup>th</sup> Meeting of the MATBUS Coordination Committee

March 18, 2026 | 9:00 – 10:30 am  
Location: Metro COG Conference Room/Zoom

[Click here to join the meeting](#)

Meeting ID: 857 9290 5853  
Passcode: 271629

1. Call to Order and Introductions
  - a. Approve Order and Contents of the Overall Agenda
  - b. Review and Action on Minutes from February 18, 2026
2. Public Comment Opportunity
3. Action Items
  - a. MnDOT 2027-2030 Draft TIP Project Approval – **Jordan Smith**
4. Informational Items
  - a. February Budget to Actuals Review and 2025 Operational Data Update – **Jean Henning and Cole Swingen**
  - b. Security Incident Highlights and Summary – **Cole Swingen**
  - c. 2027 Budget Process Update – **Cole Swingen**
5. Other Business

---

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will accommodate all requests for translation services for meeting proceedings, and related materials. Please contact Angela Brumbaugh at 701-532-5100 at least three days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

# Agenda Item 1b

**16<sup>th</sup> Meeting of the  
MATBUS Coordination Committee  
February 18, 2026 – 9:00 AM  
Metro COG Conference Room/Zoom**

**Members Present:**

Deb White, Moorhead City Council, Chair  
John Strand, Fargo City Commission  
Julie Bommelman, Fargo Transit Director  
Susan Thompson, Fargo Finance Director  
Sebastian McDougall, Moorhead City Council  
Jenica Flanagan, Moorhead Finance Director  
Mike Rietz, Moorhead Assistant City Manager  
Dustin Scott, West Fargo City Administrator  
Peyton Mastera, Dilworth City Administrator  
Brit Stevens, NDSU Transportation Manager  
Ben Griffith, Metro COG Executive Director

**Members Absent:**

Denise Kolpack, Fargo City Commission

**Others Present:**

Adam Altenburg, Metro COG  
Heidi Benke, MATBUS  
Shaun Crowell, MATBUS  
Brenda Derrig, City of Fargo  
Cindy Girdner, Valley Senior Service  
Josh Gordon, MATBUS  
Luke Grittner, MATBUS  
Jean Henning, City of Fargo  
Aiden Jung, Metro COG  
Nicole Lipinoga, Metro COG  
Wyatt Papenfuss, City of Fargo  
Matt Pinotti, MATBUS  
Jordan Smith, MATBUS  
Cole Swingen, MATBUS  
Megan Zahradka, City of Moorhead

**1a. Approve Order and Contents of the Agenda**

A motion to approve the order and contents of the agenda was made by Mr. Mastera and seconded by Mr. Griffith. The motion was voted on and unanimously approved.

**1b. Review and Action on Minutes from January 21, 2026**

A motion to approve the minutes for the January 2026 regular meeting was made by Ms. Thompson and seconded by Ms. Bommelman. The motion was voted on and unanimously approved.

## **2. Public Comment Period**

No members of the public were present to address the committee. One online comment was received that included several observations regarding the January 2026 committee meeting.

### **3a. 2025 YTD and January 2026 Monthly Budget to Actuals Report**

Ms. Henning provided the committee with an update on the 2025 year-to-date and January 2026 budget to actuals report. She noted that the 2025 financials remain preliminary, as the fiscal year has not yet been fully closed out. She explained that compiling the report required coordination among multiple entities and highlighted the challenges associated with aligning the timing of the various reports.

Ms. Henning also noted that grant revenues are not yet reflected in the Moorhead budget but are included in the Fargo budget. She added that the report now includes a grant status section to provide the committee with a clearer understanding of grant funding for both the Moorhead and Fargo portions of the system.

Ms. Henning provided an update on the 2025 budget, noting that fuel expenses came in under budget. She also highlighted fluctuations in billings from TransDev and the transition of drivers to City of Fargo employees as factors contributing to some variability in the budget. She added that staff are continuing to finalize remaining items needed to close out the 2025 financials.

Ms. Flannagan asked for clarification regarding the Purchase of Service and Fargo payments. Ms. Henning explained that the allocation is accounted for through Period 13 and reflected in the Purchase of Service; however, Fargo has not yet billed for Period 13, so it is not currently reflected in the revenue.

Ms. Flannagan also inquired about a discrepancy in fare revenue. Ms. Henning replied that when the 2025 budget was prepared in 2024, the Moorhead budget was inadvertently included in the Fargo budget when it should not have been. As a result, the revenue was effectively doubled, since Moorhead already had its own budget.

Ms. Flannagan also asked about the variance in Federal Transit Administration (FTA) funding shown in the report. Ms. Thompson explained that in 2025 Fargo inadvertently used Moorhead's allocation of the FTA grant. To reconcile this, Moorhead will receive the equivalent amount of grant funding that was used by Fargo. She added that this issue should not occur moving forward, as Moorhead is now a subrecipient of these funds and will manage its own grants going forward.

Ms. Flannagan also asked about the grant status for 2026. Ms. Henning replied that the Section 5310 grant is currently in progress and that Ms. Bommelman is working with the Federal Transit Administration on a program guide for those funds. She added that MATBUS will pursue the 5310 grant and will work on Section 5339 grants afterward.

Mr. Swingen provided an overview of the operational data. He noted that there are a handful of inconsistencies between the operational data and agency billings. He stated that he will follow up with the committee regarding these discrepancies and provide an update at the next MCC meeting. In the meantime, he noted that the data should still provide a high-level overview of expected figures.

Chair White inquired about Route 13's increase in ridership and decrease in revenue hours. Mr. Swingen explained that this is likely due to several factors, including reduced service on Route 33 and the elimination of Route 32 at NDSU. Because Route 13 serves NDSU, he noted that some ridership likely shifted to that route. He added that part of the reduction in revenue hours was due to operating one fewer bus on Route 13 on Saturdays.

Mr. Papenfuss reiterated to the committee that many of the final billing numbers remain pending Mr. Swingen's reconciliation of the operational data. He noted that jurisdictions will receive their billings in March but will also receive a final reconciliation later to account for any discrepancies.

### **3b. Ground Transportation Center (GTC) Update**

Mr. Smith provided the committee with an update on the structural issues identified at the Ground Transportation Center (GTC). He noted that there are two primary options moving forward: remaining at the GTC and repairing the parking structure, or relocating the GTC to a new location. He also stated that buses will no longer stage on NP Avenue and will instead be relocated to the 4th Street lot. He added that an ADA-accessible ramp connects the lot to the GTC.

Chair White expressed frustration with the findings, noting that the facility underwent upgrades as recently as 2021. She asked whether legal counsel is involved to determine if the construction company may have been aware of the structural issues. Ms. Bommelman confirmed that city attorneys are reviewing the matter. She explained that it appears engineers may have miscalculated some of the load-bearing capacities of the structural posts during the original design and construction, which are now contributing to the current issues. She also noted that MATBUS is attempting to locate information related to a previous lawsuit associated with the issue. Ms. Bommelman expressed frustration with the situation and noted that it is creating several operational challenges. She added that using the 4th Street lot will impact operations, and staff are hopeful that a resolution can be reached quickly.

Ms. Derrig asked whether other locations for bus staging were considered besides the 4th Street lot. Ms. Bommelman replied that other options were explored but noted that bus transfers would be significantly more difficult, particularly for individuals with disabilities.

### **3c. Security Incidents and Safety/Satisfaction Survey**

Mr. Swingen provided an update on recent safety incidents and announced that a staff satisfaction survey will be distributed soon. He noted that several positive security-related incidents occurred during the month, including situations in which drivers were able to assist lost individuals and help them return to safety. He also described an incident in which an individual threatened to shoot someone. In response to this and other concerns, MATBUS will be distributing a satisfaction survey to gather feedback directly from drivers regarding safety and workplace conditions. He noted that the goal of the survey is to ensure drivers feel heard and safe while performing their duties. He added that the survey results will be shared with the committee.

Chair White emphasized the importance of the survey and commented positively on the new format of the safety and security report. She reminded the committee that the report represents only a snapshot of incidents occurring throughout the month. She asked Mr. Swingen whether a total monthly incident count could be included in future reports so the committee can better track whether incident levels are increasing or decreasing over time.

### **3d. 2025 Ridership Report and Revenue Hours Update**

Mr. Grittner provided an update on systemwide ridership and revenue hours for 2024 and 2025. He noted a 2.62% decrease in revenue hours and a 2.65% decrease in ridership, explaining that some of these changes are attributable to service adjustments implemented in 2024 and 2025.

Chair White noted several routes that experienced significant increases in ridership in 2025 and suggested that those routes should be evaluated to determine whether the current number of buses is sufficient to meet demand. Mr. McDougall also asked about the approximately 50% increase in ridership on Route 31. Mr. Grittner responded that the increase is likely related to the suspension of Route 32 in 2024.

### **4. Other Business**

No additional business was brought before the committee.

Chair White adjourned the meeting at 9:47 AM.

# Memorandum



**To:** MATBUS Coordination Committee

**From:** Jordan Smith – Assistant Transit Director – Fleet & Facilities

**Date:** March 18, 2026

**RE:** *MNDOT 2027-2030 Draft TIP Projects*

---

The MATBUS staff, in coordination with the City of Moorhead, has completed a review and update of the four-year Minnesota Department of Transportation (MnDOT) Transportation Improvement Program (TIP) for transit-related projects. The TIP is a federally required planning document that identifies transportation projects expected to receive federal funding over a four-year period.

As part of this update, staff reviewed the existing projects currently listed in the TIP and made adjustments to ensure the information accurately reflects current cost projections and project timelines. Several project dollar amounts were updated to better align with current cost estimates and anticipated funding needs.

In addition, staff identified several projects that were planned but not previously included in the TIP document. These projects have now been added to ensure they are properly programmed and eligible for federal funding consideration.

Including projects in the TIP is a critical step in the federal funding process. Projects that are not included in the TIP are not eligible to receive federal transportation funding. Ensuring that all anticipated capital and eligible projects are reflected in the TIP allows MATBUS to maintain eligibility for future federal funding opportunities and supports long-term planning for fleet, facility, and equipment needs.

The updated TIP information will be submitted to MnDOT as part of the regional programming process.

**Requested Action:** Approve the projects listed in the draft 2027-2030 MNDOT TIP.

# Item 3a

Projnum	#Year	Agency	MPO	Description (TECHNICAL DESCRIPTION)	Program	Primary Work	Secondary Work	Proposed Funds	Fund 1	Fund 2	Fund 3	STIP Total	Dist C FHWA	Total FHWA	FTA	Bond	Other	Project Total
						Type 1	Type 1											
TRF-0034-27A	2027	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	URBANIZED AREA FORMULA SECTION 5307	TRANSIT	TRANSIT OPERATIONS	FTA	FTA - ARPA/CARES			4,860,720	-	-	1,592,764	-	3,267,956	4,860,720
TRF-0034-27B	2027	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	URBANIZED AREA FORMULA SECTION 5307	TRANSIT	TRANSIT OPERATIONS	FTA	FTA - CARES			742,170	-	-	145,735	-	596,435	742,170
TRF-0034-27C	2027	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD; PURCHASE (1) CLASS 200 REPLACEMENT SENIOR RIDE VANS AND RELATED EQUIPMENT	URBANIZED AREA FORMULA SECTION 5307	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	FTA - Direct 5307			53,000	-	-	45,050	-	7,950	53,000
TRF-0034-27D	2027	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT #2151)	URBANIZED AREA FORMULA	TRANSIT	TRANSIT VEHICLE	FTA	FTA - Direct 5307			736,000	-	-	625,600	-	110,400	736,000
TRF-0034-27G	2027	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5310: Bus Shelter and Concrete Pad Replacement	URBANIZED AREA FORMULA	TRANSIT	TRANSIT GRANT	FTA	FTA 5310			50,000	-	-	40,000	-	10,000	50,000
TRF-0034-28A	2028	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	URBANIZED AREA FORMULA	TRANSIT	TRANSIT OPERATIONS	FTA	FTA - CARES/ Direct 5307			5,055,149	-	-	1,623,795	-	3,431,353	5,055,149
TRF-0034-28B	2028	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	URBANIZED AREA FORMULA	TRANSIT	TRANSIT OPERATIONS	FTA	FTA - CARES/ Direct 5307			771,857	-	-	145,600	-	626,257	771,857
TRF-0034-28C	2028	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5339: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2161)	URBANIZED AREA FORMULA SECTION 5339	TRANSIT	TRANSIT VEHICLE PURCHASE	FTA	FTA - Direct 5339			850,000	-	-	680,000	-	170,000	850,000
TRF-0034-28D	2028	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2162)	URBANIZED AREA FORMULA	TRANSIT	TRANSIT VEHICLE	FTA	FTA - Direct 5307			651,000	-	-	553,350	-	97,650	651,000
TRF-0034-28E	2028	MOORHEAD	Fargo-Moorhead Met. COG	SECTION 5307: REPLACE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT	URBANIZED AREA FORMULA	TRANSIT	TRANSIT VEHICLE	FTA	FTA - Direct 5307			61,000	-	-	51,850	-	9,150	61,000
TRF-0034-29A	2029	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	URBANIZED AREA FORMULA	TRANSIT	TRANSIT OPERATIONS	FTA	FTA - Direct 5307			5,257,355	-	-	1,654,434	-	3,602,921	5,257,355
TRF-0034-29B	2029	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	URBANIZED AREA FORMULA	TRANSIT	TRANSIT OPERATIONS	FTA	FTA - Direct 5307			802,731	-	-	145,162	-	657,569	802,731
TRF-0034-29G	2029	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5339: Shelter Rehabilitation (Marriot)	URBANIZED AREA FORMULA	TRANSIT	TRANSIT VEHICLE	FTA	FTA 5339			150,000	-	-	120,000	-	30,000	150,000
TRF-0034-29C	2029	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2163)	URBANIZED AREA FORMULA	TRANSIT	TRANSIT VEHICLE	FTA	FTA - Direct 5307			895,000	-	-	716,000	-	179,000	895,000
TRF-0034-29D	2029	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2164)	URBANIZED AREA FORMULA	TRANSIT	TRANSIT VEHICLE	FTA	FTA - Direct 5307			895,000	-	-	716,000	-	179,000	895,000
TRF-0034-29E	2029	MOORHEAD	Fargo-Moorhead Met. COG	SECTION 5307: REPLACE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT	URBANIZED AREA FORMULA	TRANSIT	TRANSIT VEHICLE	FTA	FTA - Direct 5307			61,000	-	-	51,850	-	9,150	61,000
TRF-0034-30A	2030	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	URBANIZED AREA FORMULA	TRANSIT	TRANSIT OPERATIONS	FTA	FTA - Direct 5307			5,467,649	-	-	1,684,582	-	3,783,067	5,467,649
TRF-0034-30B	2030	MOORHEAD	Fargo-Moorhead Met. COG	SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	URBANIZED AREA FORMULA	TRANSIT	TRANSIT OPERATIONS	FTA	FTA - Direct 5307			834,840	-	-	144,392	-	690,448	834,840

**MATBUS-AGENCY REVIEW  
BUDGET TO ACTUALS- FEBRAURY 2026  
OPERATING**

**Budget to Actuals**

OPERATING REVENUE:	Preliminary Period 14			2026-Monthly			2026-Year to Date			2026
	2025 Budget	2025 Actual	Variance	February Budget	February Actual	Variance	February Budget	February Actual	Variance	Budget
1 FTA Section 5307 & 5310 Funding:	\$3,938,256	\$4,771,478	\$833,222	\$264,488	\$0	-\$264,488	\$528,976	\$0	-\$528,976	\$3,173,887
2 ND State Aid	\$564,991	\$816,925	\$251,934	\$86,859	-\$42,187	-\$129,046	\$173,718	\$0	-\$173,718	\$1,042,324
3 Fixed Route Fare Revenue	\$925,272	\$575,293	-\$349,979	\$70,706	\$57,549	-\$13,157	\$141,412	\$240,615	\$99,203	\$848,490
4 Advertising	\$100,000	\$84,128	-\$15,873	\$10,575	\$6,000	-\$4,575	\$21,150	\$8,000	-\$13,150	\$126,915
5 Paratransit Fare Revenue	\$206,750	\$189,272	-\$17,478	\$19,633	\$20,941	\$1,308	\$39,266	\$38,733	-\$533	\$235,605
6 Moorhead Link FM	\$0	\$301	\$301	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7 Farebox Vending	\$7,098	\$5,626	-\$1,472	\$472	\$400	-\$72	\$944	\$810	-\$134	\$5,670
8 U Pass Revenue	\$175,000	\$156,618	-\$18,382	\$8,850	\$0	-\$8,850	\$17,700	\$84,285	\$66,585	\$106,205
9 Transit Fines	\$35,500	\$34,283	-\$1,217	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 Insurance Proceeds	\$20,000	\$31,403	\$11,403	\$2,500	\$12,741	\$10,241	\$5,000	\$12,895	\$7,895	\$30,000
11 Pcard Rebates	\$15,000	\$11,865	-\$3,135	\$1,250	\$0	-\$1,250	\$2,500	\$0	-\$2,500	\$15,000
12 Miscellaneous Revenue	\$2,550	\$6,671	\$4,121	\$583	\$212	-\$371	\$1,166	\$275	-\$891	\$7,000
13 Route	\$4,707,906	\$4,264,380	-\$443,527	\$370,943	\$111,158	-\$259,785	\$741,886	\$111,158	-\$630,728	\$4,451,316
14 Paratransit	\$860,670	\$769,875	-\$90,795	\$65,927	\$24,849	-\$41,078	\$131,854	\$24,849	-\$107,005	\$791,151
15 Microtransit	\$40,486	\$54,527	\$14,041	\$6,057	\$1,820	-\$4,237	\$12,114	\$1,820	-\$10,294	\$72,687
16 Fargo Local Share	\$3,748,323	\$3,748,323	\$0	\$360,751	\$360,751	\$0	\$721,502	\$721,502	\$0	\$4,329,016
<b>Total Revenue</b>	<b>\$15,347,803</b>	<b>\$15,520,967</b>	<b>\$173,164</b>	<b>\$1,269,594</b>	<b>\$554,235</b>	<b>-\$715,359</b>	<b>\$2,539,188</b>	<b>\$1,244,942</b>	<b>-\$1,294,246</b>	<b>\$15,235,266</b>
<b>OPERATING EXPENSES:</b>										
1 Administration	\$1,870,508	\$1,916,378	-\$45,870	\$177,399	\$176,194	\$1,205	\$302,861	\$274,615	\$28,246	\$2,275,211
2 Fixed Route	\$8,562,047	\$8,053,048	\$508,999	\$562,790	\$550,694	\$12,096	\$972,478	\$892,125	\$80,353	\$7,184,807
3 Paratransit	\$1,834,227	\$2,024,064	-\$189,837	\$159,395	\$155,711	\$3,684	\$271,132	\$234,348	\$36,784	\$2,047,026
4 Microtransit	\$207,380	\$269,703	-\$62,323	\$2,093	\$7,563	-\$5,470	\$4,091	\$7,619	-\$3,528	\$25,388
5 Mobility Management	\$147,439	\$139,867	\$7,572	\$11,808	\$11,353	\$455	\$19,710	\$18,710	\$1,000	\$152,743
6 Planning	\$95,615	\$78,412	\$17,202	\$6,995	\$9,784	-\$2,789	\$12,288	\$17,856	-\$5,568	\$88,725
7 Building Operating	\$211,559	\$189,945	\$21,614	\$19,850	\$58,354	-\$38,504	\$39,700	\$58,880	-\$19,180	\$238,191
8 Building Preventative Maintenance	\$242,391	\$236,099	\$6,292	\$28,107	\$38,661	-\$10,554	\$53,685	\$46,212	\$7,473	\$344,558
9 Vehicle Operating	\$85,500	\$48,997	\$36,503	\$4,019	\$2,124	\$1,895	\$8,038	\$2,320	\$5,718	\$48,235
10 Vehicle Preventative Maintenance	\$2,996,640	\$2,871,623	\$125,017	\$251,022	\$275,908	-\$24,886	\$455,569	\$389,287	\$66,282	\$2,843,170
<b>Total Expenses</b>	<b>\$16,253,305</b>	<b>\$15,826,136</b>	<b>\$425,169</b>	<b>\$1,223,478</b>	<b>\$1,286,347</b>	<b>-\$62,869</b>	<b>\$2,139,552</b>	<b>\$1,941,972</b>	<b>\$197,580</b>	<b>\$15,248,054</b>
<b>REVENUE-EXPENSES</b>	<b>-\$905,502</b>	<b>-\$307,170</b>	<b>\$598,333</b>	<b>\$46,116</b>	<b>-\$732,112</b>	<b>-\$778,228</b>	<b>\$399,636</b>	<b>-\$697,030</b>	<b>-\$1,096,666</b>	<b>-\$12,788</b>
<b>PURCHASE OF SERVICE</b>										
Fargo	\$5,655,254	\$5,603,387	\$51,867	\$360,972	\$418,874	-\$57,902	\$721,944	\$367,945	\$354,000	\$4,331,666
Moorhead	\$4,362,111	\$4,279,545	\$82,566	\$346,768	\$350,989	-\$4,220	\$693,536	\$445,141	\$248,395	\$4,161,218
West Fargo	\$387,787	\$300,672	\$87,115	\$37,619	\$38,115	-\$496	\$75,238	\$47,862	\$27,376	\$451,431
NDSU	\$767,858	\$695,959	\$71,899	\$69,986	\$99,261	-\$29,275	\$139,972	\$133,188	\$6,784	\$699,858

**Foot Notes:**

- Budget to Actuals will experience timing issues month to month
- Moorhead grant revenues not reflected above in FTA & State Aid

**Notes:**

**REVENUE**

**2025 Comments**

- 2025 has been reconciled, billings sent out March 11, 2026.

**2026 Feb. Comments**

- ND State Aid: Payment for 2025 expenses moved to 2025.

**2026 YTD Comments**

- FTA revenue is allocated to partners on a monthly basis through the allocation. Timing of Fargo draws of FTA funds, and 2026 Apportionment hasn't been announced. Once announced application for 2026 will be completed.
- ND State Aid drawn quarterly will complete 1st week of April.
- Fixed Route Revenue: Gift Certificates and Genfare pass revenue carried forward into 2026.
- U Pass revenue includes spring semester, 2025-2026 University schedule.
- January billings to partners on one month lag.

**EXPENSES**

**2026 YTD Comments**

- Transloc subscription fees in February 2026.
- Planner Salary now 100% to Planning. Split in 2025 and in the budget.
- Building Operating: Property insurance paid in February \$43k.
- Building PM: Key Contracting work at GTC \$8500.
- Vehicle PM: Driver AI camera purchase in February \$35k.

\* Unfilled Driver positions offset by increased overtime in both fixed route and paratransit.

**Grant Status**

	Funding	Available to Draw	Status
<b>North Dakota-Operating</b>			
Operating FY24	\$2,965,773	\$0	Grant Closed March 2026.
Operating FY25	\$4,891,221	\$32,944	Planning remains
ND State Aid	\$1,467,658	\$946,147	Drawn Qtrly, will draw April 2026

**Minnesota-Operating**

	Funding	Available to Draw	Status
FY22 & FY23 Operating	\$2,226,274	\$2,226,274	Expenditures through December 2025
FY20 & FY21 Operating	\$694,000	\$382,661	Expenditures through December 2025
CARES Operating	\$2,503,844	\$1,010,743	Expenditures through December 2025
ARP Operating	\$992,279	\$565,873	Will draw a portion in March, not full balance.
FY 2025 MNDOT Fixed	\$3,093,814	\$0	2025 Reporting due March 31, 2026
FY 2025 MNDOT Para	\$610,375	\$0	2025 Reporting due March 31, 2026
FY 2026 MNDOT Fixed	\$3,142,265	\$2,356,699	MNDOT Funding Received Quarterly
FY 2026 MNDOT Para	\$573,495	\$430,121	MNDOT Funding Received Quarterly

**North Dakota Capital**

	Funding	Available to Draw	Status
Sub-Allocated ND FY23 5339	\$2,739,100	\$2,657,184	4 Buses, Para Expansion
FH18 FHWA STBG & FY22 CRP	\$1,792,000	\$256,861	1 Para Replacement
FY2018 Transfer from FHWA	\$1,000,000	\$0	Grant closed March 2026
FY20,FY21 & FY22 5339	\$456,672	\$250,155	MTG Improvements
NDDOT Contract	\$800,000	\$16,000	GTC Deck Overlay, Retainage left
NDDOT Contract	\$1,113,500	\$1,113,500	2 buses received will draw March 2026.

**Minnesota Capital**

	Funding	Available to Draw	Status
FY20 5307 && FY23 CRP	\$267,200	\$226,579	Deobligate-Walmart Hub
FY19 5307 FY22 STBG	\$142,294	\$8,926	Shelters
FY20 & FY22 5339 Capital	\$661,634	\$241,434	Capital: MTG Imp., Vehicles
FY21 & FY22 5307 Capital	\$233,250	\$170,078	Capital: vehicles, shelters, fare media
MNDOT Contract Pending	\$100,000	\$100,000	2 Senior Vans
MNDOT Misc. Projects	\$183,600	\$183,600	2 Bus Shelters, Collision Avoidance

**Large UZA**

	Funding	Available to Draw	Status
Enhanced Mobility -5310-2024	\$234,876	\$234,876	Waiting on Program Mgmt Plan, App due 3/31/2026
Enhanced Mobility -5310-2025*	\$170,040	\$170,040	Funds committed to Moorhead Para & Shelters
Enhanced Mobility -5310-2025	\$76,052	\$76,052	Not in Grant, lapse 9-2027
FY24-5339 Capital*	\$334,470	\$334,470	Not in Grant, lapse 9-2027
FY24-5339 Capital*	\$332,487	\$332,487	Not in Grant, lapse 9-2028

**Fargo- Not in Grant**

	Funding	Available to Draw	Status
FY22 FHWA CR Flexed	\$208,000	\$208,000	Not in Grant, lapse 9-2027
NDDOT Sub-allocation	\$137,000	\$137,000	Not in Grant, lapse 9-2027

\* Includes Moorhead swap money projects.

## February 2026 Operational Data Budget to Actuals

## Ridership

Agency/Service	Budgeted	Actual	Variance
Fargo - Fixed Route	48,882	45,646	-6.6%
Moorhead & Dilworth - Fixed Route	32,831	31,013	-5.5%
West Fargo - Fixed Route	912	921	1.0%
NDSU - Fixed Route	27,789	23,360	-15.9%
Fargo - Paratransit	3,774	3,713	-1.6%
Moorhead & Dilworth - Paratransit	902	899	-0.3%
West Fargo - Paratransit	866	693	-20.0%
NDSU - Microtransit	533	477	-10.6%

## Revenue Hours

Agency/Service	Budgeted	Actual	Variance
Fargo - Fixed Route	4,652.89	4,306.74	-7.4%
Moorhead & Dilworth - Fixed Route	2,808.92	2,632.00	-6.3%
West Fargo - Fixed Route	206.11	249.78	21.2%
NDSU - Fixed Route	767.44	815.10	6.2%
Fargo - Paratransit	1,576.92	1,699.00	7.7%
Moorhead & Dilworth - Paratransit	445.83	453.00	1.6%
West Fargo - Paratransit	405.42	378.00	-6.8%
NDSU - Microtransit	62.67	67.00	6.9%

## Revenue Miles

Agency/Service	Budgeted	Actual	Variance
Fargo - Fixed Route	61,141.31	51,635.34	-15.5%
Moorhead & Dilworth - Fixed Route	39,059.08	35,239.00	-9.8%
West Fargo - Fixed Route	3,386.02	2,951.10	-12.8%
NDSU - Fixed Route	9,129.78	9,958.65	9.1%
Fargo - Paratransit	20,556.67	20,806.00	1.2%
Moorhead & Dilworth - Paratransit	6,635.50	6,732.00	1.5%
West Fargo - Paratransit	5,667.58	5,033.00	-11.2%
NDSU - Microtransit	755.56	524.00	-30.6%

# Memorandum

**To:** MATBUS Coordination Committee  
**From:** Cole Swingen, Assistant Transit Director - Operations  
**Date:** March 18, 2026  
**RE:** *2025 Data Discrepancy and Corrections*



- 
- **January**
    - Additional ridership data was recorded from vehicles being probed for data after the January Agency Billing had been completed. An additional 906 rides were recorded across fixed routes.
    - Route 14 and Route 33 revenue hours and revenue miles are incorrect in the Agency Billing.
  - **February**
    - Route 33 revenue hours and revenue miles are incorrect in the Agency Billing.
  - **March**
    - No corrections.
  - **April**
    - Ridership for Route 4 was mistyped. The correct ridership total is 11,093 (a difference of 3 rides).
  - **May**
    - Additional ridership data was recorded from vehicles being probed for data after the May Agency Billing had been completed. An additional 121 rides were recorded across Routes 1,3 and 24.
    - Route 20 and Route 24 revenue hours and revenue miles are incorrect in the Agency Billing.
  - **June**
    - No corrections.
  - **July**
    - Route 16, Route 17, and Route 18 ridership and revenue miles are incorrect in the agency billing. Ridership data was swapped with revenue miles data.
    - Revenue hours for Route 17 was mistyped. The correct revenue hours total is 205 (a difference of 45 revenue hours).
  - **August**

## Item 4a

- No corrections.
- **September**
  - Ridership from Fargo/West Fargo Routes (Route 11 – Route 24) is incorrect.
  - Revenue hours for route 24 was mistyped. The correct revenue hours total is 140.25 (a difference of 36 hours).
- **October**
  - No corrections.
- **November**
  - Revenue hours for Route 18 are incorrect.
- **December**
  - No corrections.

**2025 Operational Data Budget to Actuals**

**Ridership**

<b>Agency/Service</b>	<b>Budgeted</b>	<b>Actual</b>	<b>Variance</b>
Fargo - Fixed Route	546,892	619,955	13.4%
Moorhead & Dilworth - Fixed Route	371,154	389,980	5.1%
West Fargo - Fixed Route	11,840	13,822	16.7%
NDSU - Fixed Route	270,065	201,975	-25.2%
Fargo - Paratransit	41,197	43,590	5.8%
Moorhead & Dilworth - Paratransit	12,846	10,529	-18.0%
West Fargo - Paratransit	9,825	9,586	-2.4%
Fargo - Microtransit	3,191	2,755	-13.7%
NDSU - Microtransit	3,975	4,235	6.5%

**Revenue Hours**

<b>Agency/Service</b>	<b>Budgeted</b>	<b>Actual</b>	<b>Variance</b>
Fargo - Fixed Route	57,935.21	59,122.61	2.0%
Moorhead & Dilworth - Fixed Route	33,089.50	33,622.74	1.6%
West Fargo - Fixed Route	3,182.88	3,191.74	0.3%
NDSU - Fixed Route	7,111.44	6,892.50	-3.1%
Fargo - Paratransit	18,490.00	18,635.49	0.8%
Moorhead & Dilworth - Paratransit	6,096.00	5,296.19	-13.1%
West Fargo - Paratransit	5,726.00	4,557.38	-20.4%
Fargo - Microtransit	4,080.00	4,080.00	0.0%
NDSU - Microtransit	581.00	661.50	13.9%

**Revenue Miles**

<b>Agency/Service</b>	<b>Budgeted</b>	<b>Actual</b>	<b>Variance</b>
Fargo - Fixed Route	680,938.55	708,672.52	4.1%
Moorhead & Dilworth - Fixed Route	442,807.09	449,908.69	1.6%
West Fargo - Fixed Route	36,971.76	37,713.21	2.0%
NDSU - Fixed Route	71,527.28	84,219.26	17.7%
Fargo - Paratransit	250,885.00	242,358.82	-3.4%
Moorhead & Dilworth - Paratransit	92,117.00	78,254.18	-15.0%
West Fargo - Paratransit	88,240.00	63,321.85	-28.2%
Fargo - Microtransit	16,264.00	15,952.00	-1.9%
NDSU - Microtransit	4,743.00	5,998.00	26.5%

# Memorandum

**To:** MATBUS Coordination Committee  
**From:** Cole Swingen, Assistant Transit Director - Operations  
**Date:** March 18, 2026  
**RE:** *Security Incident Highlights & Summary*



---

## Security Incident Highlights

2/12/2025

Shelter 115 was reported as having broken glass. A woman was beating a man with a shovel at the bus stop at 30th Ave & 5th St S Moorhead and then attacked the shelter. Police have the woman in custody.

## Monthly Summary

- Public Intoxication – **3** Incidents
- Verbal Altercation – **3** Incidents
- Fargo PD Request – **1** Incident
- Physical Altercation – **1** Incident
- Trespass/Passenger Removal – **2** Incidents